

**Comments from Public Scoping
Open House held October 19 & 21, 1999**

Comments from "Post-it" Notes on Aerial Photos	Addressed	New	Roadway	Transit	TDM	BikePed
Tukwila to I-90						
(Map #1)						
Add one GP lane; EB SR-518 between airport and I-5	●		✗			
HOV Flyover Ramps: NB I-5/NB I-405 and SB-405/SB I-5		●	✗			
Convert SR-578 and I-405 (I-5 to SR-167) into I-805		●	✗			
(Map #2)						
SR-167 - I-405 Flyovers	●		✗			
Full Flyover Ramp at SR-167 & I-405 Interchange	●		✗			
Separate exit lane to SR-167 S.	●		✗			
Separate entrance lane from SR-167 N to I-405 N.	●		✗			
Please fix this back-up to SR-167.	●		✗			
A freeway-to-freeway interchange needs to be built.	●		✗			
From Tukwila to I-90, add two general purpose lanes each way. Make a law that says an interstate freeway should have four general purpose lanes each way! (for every HOV lane)	●		✗			
Think about building I-605. This would create a new Seattle Metro bypass. Use part of HWY 18 then through Issaquah, and up to Everett.	●		✗			
No 605! Complete the HOV lanes and flyovers.	●		✗			
Maple Valley Highway Entrance - add a separate entrance lane along Maple Valley Hwy specifically for vehicles getting onto I-405 N.		●	✗			
169 - 405 Ingress Egress		●	✗			
(Map #3)						
Free right turn lanes at all signalized intersections. It shall be possible to make a right turn on red without stopping.		●	✗			
(This whole map) What is the total \$ to build all of these suggestions? How long would the improvements be good for?						
Construct 605.	●		✗			
Add lanes on Coal Creek/Duvall through Newcastle. Remove the two unwarranted span wire traffic signals.		●	✗			
Dig a tunnel from 405/Sunset to 405/Port Quindall to eliminate hill (Kennydale) that slows traffic.		●	✗			
Build two HOV lanes between Bellevue and I-5.		●	✗			
Construct an electronic tollway (with an automatic license plate reader with automated billing) on the upper deck of I-405. SR-91 tollway between Riverside, CA & Anaheim, CA works great.		●	✗			
Purchase more right-of-way now or go double-decker between Bellevue and Renton.		●	✗			
Too many HOV lanes. It is unfair to use everyone's license plate tab money to construct capacity that will only benefit a few. Four general purpose lanes before building and HOV lane.		●		✗		
Re-stripe the HOV lane to be a general lane. Adopt a law that says you must have four general purpose lanes before adding a carpool lane.		●	✗	✗		

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Strongly support HOV.	●		✗	✗		
Divide the money that is planned to fix the mess so everyone can stay home more!		●			✗	
Funding for Port Quindall overpass.		●	✗			
Fry 605.						
No 605!						
(Map #4)						
Put effort into making I-5 corridor through Seattle better so trucks don't have to (or want to) use 405 as a bypass.		●	✗			
Only one exit lane into Factoria. Extend the other lane. Do not end the lane; add it throughout the length of I-405.		●	✗			
Have two lanes instead of one going from Coal Creek onto I-405 north.	●		✗			
Coordinate the signals on Coal Creek between and including Factoria Blvd. and I-405.		●	✗			
This weave is a mess!						
HOV Flyover Ramp. NB 405 - WB I-90 and EB I-90 - SB I-405		●	✗			
Two lanes from I-90 E to I-405 N	●		✗			
Better control at on ramps from 148th Avenue getting on to I-90 W in p.m. Volumes are merging in a non-safe manner. Perhaps more police supervision would help too.		●	✗			
Add more parking at park-and-ride lots or add more lots. Parking is not possible after 7:00 am now.	●			✗		
I-90 to Bothell						
Take all HOV lanes away from outside lanes. Outside lanes are for the primary function of exit and entry.	●			✗		
Constriction at I-90 & I-405 causes backups southbound. These lanes are used for exit and one lane + HOV for through.		●	✗			
Get rid of HOV lanes. State Patrol agrees.	●		✗	✗		
(Map #5)						
Change NE 4th and I-405 so we can go west on NE 4th, then south on I-405. Now we can't go west on 4th then south on the freeway. Please fix.		●	✗			
Ramp at NE 6th Street		●	✗			
Fly-over ramp at NE 8th instead of cloverleaf.		●	✗			
Yes. Fly-over HOV ramp. WB 520 - SB 405 and NB 405 - EB 520		●	✗	✗		
Consider matching the 520 HOV number with the I-405 = 2. It might ease backup at junction.		●	✗	✗		
Suspend (?) bike paths along side of 510 for UW traffic.		●				✗
Incorporate TransLake study in what happens at I-405 & SR-520.		●	✗	✗	✗	✗
Add HOV and bike lanes - one each side - only to 520.		●		✗		✗
Why not use the train right-of-way along Lake Sammamish? Rail commute gets cars off of I-405.		●		✗		
(Map #6)						
When I-405 backs up, 116th Avenue NE takes a lot and there's no stop from 60th to Northup, which makes it dangerous for residential in/out onto 116th Avenue NE. Solution?		●	✗			
Need bicycle lanes on NE 70th overpass.		●				✗

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In favor of blocking N 405 traffic from trying to move across two lanes to the 3rd left lane at NE 85th. Costco traffic can be routed east one more light to 122nd.		●	✗			
Do not allow I-405 NB NE 85th street traffic to make left turn at 120th Avenue NE		●	✗			
Make Lake Wash Blvd. & Market Street four lanes, limited access		●	✗			
Fix Exit 18 to include direct access to Costco		●	✗			
When the DOT builds highways, some consideration should be made for surface water management. We were the unlucky recipients of water from 908.						
HOV lanes cause difficulty on a controlled access road. HOV on surface (NE 85th Street) is a bad idea and very confusing.		●	✗	✗		
No HOV lanes on NE 85th. HOV lanes would be confusing and dangerous on surface street.		●	✗	✗		
Communicate well with city plans to make projects fit together properly. Live with their needs, do not force "ideas" on them.						
If interchange is changed, try to direct Costco traffic on to a street perhaps parallel and east of 405 to go directly to the Costco area (and any other business near Costco).		●	✗			
Buy old school district property at 122nd & 90th - and adjoining land to the west, to add a new P&R for transit		●		✗		
Construct another freeway from I-90 to Everett to the east of I-405	●		✗			
Consider and promote non-motorized routes on selected parts of 405, in the right-of-way. Example: west side of 405 between NE 85th and NE 116th Avenue NE.		●				✗
Metered on-ramp queue lanes should be longer and doubled, to help prevent backups on to city streets.		●	✗			
Complete arterial system paralleling I-405 from Redmond to Woodinville before adding lanes to 405.	●		✗			
(Map #7)						
DOT should fix the lack of pedestrian facilities on the NE 124th Street overpass and NE 116th Street underpass.		●				✗
SR 520: re-stripe HOV lane as a general lane. Continue this lane across the bridge. HOV's merging over ties up traffic. At least make it 2-passenger, not 3.		●	✗	✗		
Provide good mitigation of wetland impacts when widening in the vicinity of NE 124th Street overpass. Consider following city rules for wetland and buffer rules.						
Make new NB and SB interchange.		●	✗			
I-405 HOV ramp at Kingsgate P&R.	●		✗			